

Common Causes Of Excessive Exhaust Emissions



High HC on Driving Test or High Idle Test	High CO on Driving Test or High Idle Test	High NOx on Driving Test
• Vacuum Leaks (hoses, EGR valve, intake manifold, carburetor) • Ignition system malfunction (plugs, wires, coil, etc.) • Faulty computerized engine management and/or oxygen sensor • Faulty air injection system • Internal engine problem (burned valves, poor compression, etc.) • Failed catalytic converter	Excessively rich mixture due to: • Carburetor malfunction • Dirty air filter, faulty choke or carburetor • Faulty computerized engine management and/or Oxygen sensor • Faulty fuel injection system • Faulty Thermostatic Air Cleaner (TAC) system • Defective evaporative canister purge system • Inoperative/missing catalytic converter • Faulty air injection system	• Inoperative/ineffective Exhaust Gas Recirculation (EGR) system • Excessively lean air/fuel ratio • Malfunctioning or missing catalytic converter (three-way catalyst only) • Excessive spark advance • Faulty computerized engine management and/or Oxygen sensor • Faulty Thermostatic Air Cleaner (TAC) system • Engine deposits or mechanical defect • Faulty cooling system
High HC at Idle	High CO at Idle	High Opacity (Diesels Only)
• Ignition system malfunction (plugs, wires, coil, etc.) • Incorrect air/fuel mixture • Vacuum Leaks (hoses, EGR valve, intake manifold, carburetor) • Incorrect ignition timing and/or idle speed • EGR valve partially stuck open • Faulty fuel injector operation • Internal engine problem (burned valves, poor compression, etc.) • Inoperative/missing catalytic converter • Air injection system failure	Excessively rich mixture due to : • Maladjusted idle mixture • Dirty air filter, faulty choke or carburetor • Faulty fuel injection system • Faulty computerized engine management and/or Oxygen sensor • Excessive electric fuel pump pressure (return line restricted, pressure regulator fault) • Faulty air injection system • Inoperative/missing catalytic converter • Defective evaporative canister purge system	• Restricted air intake system/Dirty air filter • Injectors fouled, leaking or mismatched • Injection timing/pump maladjusted • Incorrect fuel pump pressure • Faulty computerized engine management • Engine mechanical defect
High HC, CO, NOx on Driving Test		
• Inoperative/missing catalytic converter		

The inspection performed on your vehicle has identified excessive levels of harmful pollutants. A Certified Drive Clean Repair technician should be consulted in order to have the cause of the problem identified and repaired.

Your Vehicle Emissions Inspection Report shows the actual levels of **Hydrocarbons (HC)**, **Carbon Monoxide (CO)** and **Nitrogen Oxides (NO)** (**ASM test only**) and the maximum allowable limits specific for your vehicle age and model. The result for each gas, **PASS or FAIL**, is also shown. The results of the Emissions Control Systems Visual Inspection and Gas Cap Pressure Test are listed beside the tailpipe test results. **Please note - a failure of the Thermostatic Air Cleaner System VISUAL inspection WILL NOT result in an overall FAIL result.**